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PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
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NEWS OF THE FAR EAST
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PRESS,
with which is incorporated the
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Hongkong Daily Press.

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No. 15,936. 號六十三百九千五萬一第 日二初月四年元統宣 HONGKONG, THURSDAY, MAY 20TH, 1909. 四拜禮 號十二月五年九零百九千一英港香 I R. \$3 PER MONTH.

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[a40-1]

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Hongkong, 18th May, 1909. [a692]

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Hongkong, 29th April, 1908. [a1647]

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12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

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12.00 Noon to 1.00 p.m. Every 10 minutes.

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Hongkong, 15th April, 1909. [a35]

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Dromina, by John Ayres.

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Heath Hoskin.

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[a32]

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GOLF CLUBS.

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BALLS, 1909.**

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[a34]

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[a31]

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Hongkong, 6th May, 1909. [710]

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NATOR SETS: Output, 60 Amperes

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CONDENSING STEAM ENGINE, 100

Horse power by Messrs. BROWERT and LINDLEY.

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Hongkong, 23rd April, 1909. [649]

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Connoisseurs will Endorse this Statement

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[563]

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Hongkong, 26th April, 1909.

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BIRTH.

On the 18th April, at Folkestone, the wife of ANDREW FORBES, of a daughter.

HONGKONG OFFICE: 10A, DES VOEUX ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 20TH 1909.

WE do not know whether the public has been as satisfied as doubtless it has been interested in reading the defence of the Railway Estimates published in our columns yesterday over the signature of Mr. MURRAY STEWART as Chairman of the Hongkong Branch of the China Association. The members of the Committee we are told "have no valid reason to suppose that the cost of the actual work done is excessive, and this being so, they protest against the advocacy of the belief that there has been gross mismanagement in the construction of the British section of the Kowloon-Canton Railway." In the opening paragraphs of the letter it is mentioned that the prevalence of this impression is indicated by certain Press comments upon His Excellency the Governor's speech in Council on the increased estimates. So far as we may be concerned in this comment we have only to say that we have not seen any such comments, and do not feel competent to assert that there has been any "gross mismanagement" in the construction of the line. We do think, however, that when the estimated cost of the construction of the line is more than doubled a prima facie case exists for a searching enquiry into the causes in the interests of the community which has to pay the bill. We are somewhat reluctant to enter upon a criticism of Mr. MURRAY STEWART's defence of the estimates, but as this defence appears to us to

conflict in several important particulars with statements made in Council by His Excellency the Governor, we deem it to be in the public interest to make some further reference to the matter.

First, however, we would like to make an observation or two upon Mr. STEWART's somewhat airy statement that it is a common experience in such undertakings that the estimates are exceeded. We know that to be a fact in several cases where the undertakings have been entrusted to the Crown Agents for the Colonies; but can Mr. STEWART produce, apart from these, any instances where the cost of constructing a short line of railway has been more than double the amount of the original estimate? With the defence of the constructing engineer the community has been made acquainted. It would now be interesting to learn what the Consulting Engineers have to say on behalf of the engineers whom they sent out to make the preliminary survey and the estimate which has proved so hopelessly inadequate. Mr. STEWART writes: "How rough an estimate it was [that Mr. BRUCE made] may be gathered from His Excellency's comment in relation to the earthwork. He said it is difficult to know exactly what rate Mr. BRUCE had calculated at, because no drawings or calculations of quantities and rates were supplied with the estimates." On this we may remark though these drawings and calculations were not supplied, it does not follow that Mr. BRUCE's estimates were not made on a careful calculation of rates and quantities. It is not said in the extract quoted that the estimates were not based on calculations of quantities and rates: it is merely said that Mr. BRUCE did not supply these to the Government. The original estimate set out how much was estimated for earthwork, how much for tunnels, for bridges, for the permanent track, and so on, and in the absence of any statement to the contrary, the estimate has to be accepted as one by which, in the opinion of the experienced expert, who made it, and the Consulting Engineers who approved it, the Colonial Government could safely be guided.

Mr. STEWART in his letter makes much of the fact that "the alignment which Mr. BRUCE proposed [between Lokloha and Tai-po], and on which this rough estimate was based, had subsequently to be altered because the typhoon of September 1908 showed the shore edge to be unsafe." Mr. STEWART proceeds to explain that "the change of alignment, removing the track out of reach of the sea, entailed much heavy cutting not contemplated by Mr. BRUCE, and the boring of three additional tunnels, of which that undertaken at Tai-po is in itself a considerable enterprise." The inference to be drawn from the statement is that this new alignment was responsible for an enormous increase in the cost of the line. Now, on this point His Excellency the Governor in a report he made to the Legislative Council on February 6th 1908 said: "The alterations which I have described in the alignment of the railway, I am assured, involve no extra cost whatever, and the Chief Resident Engineer says he is perfectly certain that the Consulting Engineers will bear him out of this statement." What are we to make of these two contradictory assertions—that of the Chairman of the local branch of the China Association—and the statement in His Excellency the Governor's report? We have been told that His Excellency's statement conveys an imperfect impression, by reason of its brevity, and that what was really meant was that the new alignment would cost no more than the old when account is taken of the additional expenditure the typhoon experiences had shown would be necessary in constructing the line along the sea shore. That may be so, but in the statements on the railway laid officially before the Council not one word has ever been said about "the several lessons taught by the typhoon of September 1908," and the only references we can find to the alteration of the alignment rather suggest that the change was decided upon before the typhoon occurred. The Chief Resident Engineer arrived six months previously and His Excellency the Governor informed the Council that "on arrival, the Chief Resident Engineer, after making a detailed survey, decided to run the line from the neighbourhood of Shatin to Tai-po somewhat more inland than had been arranged in Mr. BRUCE's." What the Chief Resident Engineer himself said on the subject in his report to 31st December, 1907, was simply this:—"The original alignment was very far out in the sea, enclosing large tidal areas. The bridges necessary for letting the water out would all have to be founded on wells which would have been very costly requiring a large amount of plant." There is nothing in this statement to suggest that Mr. BRUCE had not calculated upon this costly method of carrying the line along the sea shore; and

we can find nothing in the official papers to support the suggestion that His Excellency, imperfectly represented the matter when he stated that he had been assured that the alterations in the alignment would involve no extra cost whatever.

Nor are we able to reconcile with the official information Mr. MURRAY STEWART's explanation of the increase shown in the latest estimate for the tunnel. "One reason," he writes "for the increased cost of Beacon Hill Tunnel is to be found in the varied character of the excavation, and another in the phenomenal hardness of the rock met with in parts of the hill, necessitating the use of specially heavy drills, and an enormously increased use of explosives." It is true that the Chief Resident Engineer in his latest report when showing that his 1907 estimate for the tunnel is exceeded by \$1,800,000, says this great increase is principally due to the unusual hardness of the rock, but this seems irreconcilable with the statement that "the cost of tunnel-driving was very much reduced during 1908." The average costs per lineal foot of heading, enlarging and bricking-in during the year were \$70.49, \$140.86, and 118.54 respectively. Up to December 1907 the figures were approximately \$134.00, \$275.00 and \$221.00 respectively. His Excellency the Governor, in conveying this information to the Council remarked that if it were not for these very large reductions per lineal foot the excesses would have been something he dreaded to contemplate.

While we have felt it to be our duty to point out how the statements made in the official reports conflict with those in Mr. MURRAY STEWART's letter, we are no more competent than the local Committee of the China Association to express an opinion on any way or the other as to whether the Colony is being called upon to pay for the Colonial section of the Kowloon-Canton Railway "considerably more than the work is worth" but we do conceive it to be a public duty to suggest in view of what the Governor has described as "the most unsatisfactory" showing of the estimates that the Colony, which has to pay the bill, is entitled to be assured on competent authority that it is not paying extravagantly for the line. The Unofficial members of the Legislative Council early last year manifested a good deal of anxiety on the point, and asked the Government for the fullest possible statements on the subject. The Hon. Mr. KASWICK thought "a most unsatisfactory state of affairs" had been revealed, and the action taken by the Hon. Mr. HAWYER and the Hon. Mr. OSBORNE on that occasion indicate that they were much of the same way of thinking. No Unofficial Member of the Council has made any public reference to the matter since reports on the progress of the work have been periodically submitted to the Legislative Council, and in view of the letter published by the Committee of the China Association it would certainly be interesting now to learn from the Unofficial Members of the Council whether the reports laid before the Council during the last sixteen months have served to remove from their minds the impression which they have evidently heretofore entertained that the Colony was being called upon to pay excessively for the work.

In order to make the position clear we append a summary of the original and the latest estimate which will show at a glance under what heads increase in the estimate has occurred:

	MR. BRUCE	MR. EVES
Survey	137,642	\$ 42,277.65
Land	10,500	1,195,879.29
Earthwork	1,530,997	2,268,176.05
Tunnels	1,924,860	3,499,824.69
Bridges and culverts	412,650	1,032,614.50
Salaries, Quarters and Office Expenses	1,500,000	534,885.56
Medical, House Charges	716,625	864,259.25
Ballast and permanent way	315,000	494,998.47
Buildings, station machinery furniture	—	84,979.84
Roads	—	40,399.45
Fencing	—	26,971.42
Telegraphs	—	60,000.00
Workshops	—	691,540.10
Plant (including rolling stock)	—	74,478.25
Home Charges	—	42,843.53
Accounts	5,053,274	11,004,128.03

Sir Fielding Clarke, Chief Justice of Jamaica, formerly Puisne Judge at Hongkong, has arrived in England.

Five cases of plague all Chinese were reported yesterday, three being fatal. This brings the total for the year up to 62.

Heavy penalties were yesterday imposed on the Magistrate on a Chinese who was convicted of having taken liquor on board the steamer Lokwan without permission and also selling liquor without a license. On the first charge he was fined \$25 and on the second \$100.

A drowning fatality was reported to the Hongkong police on Tuesday. About 6.30 in the morning a man fell overboard from the steam launch Seagull and was drowned. The body has not yet been recovered.

A fine of \$200 was yesterday inflicted upon a native by Mr. Hazeland for having been found with a quantity of opium in his possession. Defendant told the Magistrate that an excise officer had put the opium in his house, but the police officer said this was not true, the fact being that defendant carried on a business in selling opium.

Another case of infringing the rights of the Postmaster General came before Mr. Kemp at the Magistrate yesterday when a Chinese was convicted and fined \$100. It appeared that on Tuesday a steamer brought down some unstamped letters from Kowloon and were handed by the ship's runner to a coolie who was caught delivering them to Inspector Gourlay.

A Japanese committed suicide in a most determined manner at Yamati on Tuesday night. His body was found floating in the harbour off the Kowloon coast, with the throat cut. As his clothes were found on the shore at Yamati, and as blood was visible near the place, the inference is that stripping off his clothes he cut his throat and either jumped or fell into the water.

The American Navy authorities will make another attempt to sell the merchant ship Zafiro which, for several years has been useless to the Government. The ship was purchased by Commodore Dewey a few days before the battle of Manila to obtain the coal aboard her to enable him to take his fleet to the Philippines from Hongkong. The Zafiro was an old hulk, even when Dewey paid for her. The price paid is reported to be about \$1,000,000. After the close of the Spanish-American war the little ship was brought to Bremerton and placed out of commission. Several attempts have been made to give the ship to the Army, to use as a cable ship, but the Army officials, after inspecting the craft, declared her unserviceable.

H.E. Wu Ting Fang, the Chinese Minister at Washington, was the cause of what is described as a Stock Exchange joke at New York. It is reported as follows:—For a quarter of an hour yesterday a fearful panic reigned in the New York Stock Exchange; brokers howled and dashed madly about the floor, waving memoranda and shrieking all kinds of orders. Wu Ting Fang, the Chinese Minister, was in the Strangers' Gallery, and watched the panic and the firing of questions at the rate of sixty a minute. Then the panic ceased, and it was explained that the brokers, knowing that the Chinese Minister intended to visit the exchange, arranged to give him some idea of what a real panic was like. They, therefore, temporarily suspended business while pretending to "knock the bottom" out of the market. The sole reply of Wu Ting Fang was: "I envy you Americans; we Orientals are such an unemotional lot."

Captain Tamplin and Mrs. Tamplin were presented on the 15th inst. with a beautiful embossed rose bowl on an ebony stand, accompanied by an illuminated address to the captain on the eve of their departure for home. The presentation was made on board the L.C. S. Tung Sing at Chuanjiang by her genial commander Capt. Stalker, as representative of the Captains and Officers of the Indo-China Steam Navigation Company's fleet, in the presence of numerous shore and seafaring friends of Captain and Mrs. Tamplin. The address read—To L. H. Tamplin Esq. On the occasion of your leaving for the Homeland on a well-earned holiday, we the masters and officers of the Indo-China Steam Navigation Company's fleet, consider it a most fitting opportunity to express our appreciation for the many kindnesses, which, as the Company's representative at Wuhu and Chuanjiang, you have shown towards us both in and out of business. For old times' sake we ask you to accept the accompanying piece of plat in remembrance. Trusting Mrs. Tamplin and yourself will enjoy perfect health and have an enjoyable holiday in the sincere wish of all.

HONGKONG CINEMATOGRAPE.

The Filipino glass eating wonder, Professor Vicente Kemppio is still attracting admiring audiences, who do not cease to marvel at his weird accomplishments, for to see a man jump and throw himself upon a heap of broken bottles and rise scathless is indeed a remarkable sight. His appetite for glass chimneys is as yet unappeased and he continues to devour them with evident gusto. A new series of pictures are now being shown and add a pleasant diversion to the programme.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 19th at 11.55 a.m.—The barometer has risen quickly in E. Japan, and fallen slightly at the stations around the Eastern Sea. Pressure is relatively high over the Pacific in the neighbourhood of the Bonins, and over the Upper Yangtze Valley. It is low in N. Korea, and over the Pacific to the East of Japan. Gradients are slight in the South, and slight variable winds may be expected in the Formosa Channel and the N. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—Hongkong & Neighbourhood Variable winds, light; fair. Formosa Channel Same as No. 1. South coast of China between Hongkong and Loochoo Same as No. 1. South coast of China between Hongkong and Hainan Same as No. 1.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE TSAR'S CLEMENCY.

LONDON, May 18th.

By command of the Tsar General Stoessel and Admiral Nebogatoff have been released, as the imprisonment in the fortress of S. Peter and Paul has seriously affected their health.

THE CHINESE RAILWAY LOANS.

LONDON, May 18th.

Reuter learns that the British interests represented in the Berlin conference are in the circumstances satisfied with the result of the Chinese railway negotiations.

HONOURS FOR CHINESE DIGNITARIES.

LONDON, May 18th.

The Kaiser conferred the Order of the Crown on Tang Shao Yi and Prince Tsai Fu, on the 15th inst.

JAPANESE ROYAL VISITORS IN RUSSIA.

LONDON, May 18th.

Prince and Princess Nashimoto have gone to St. Petersburg.

GERMANY'S NEW TAXATION.

LONDON, May 18th.

Owing to the rejection of the Government's taxation proposals it has been decided to adjourn the Reichstag until the 15th June. Meanwhile new bills will be drawn up taxing coffee, matches and property.

THE LABOUR TROUBLES IN PARIS.

LONDON, May 19th.

The General Confederation of Labour has placarded Paris with a fervent appeal for a general strike to-day in support of the demands of the employes in the Postal Service.

THE BRITISH BUDGET.

LONDON, May 19th.

The House of Commons has passed the resolutions increasing the stamp duties.

The Rt. Hon. Lloyd George, Chancellor of the Exchequer, denied that the duties would drive capital out of the country.

CHINESE POST OFFICE RETURNS.

The report on the working of the Imperial Chinese Post Office in 1908 has been completed. Again, as last year, the operations show an unprecedented expansion. The improvement of the organization, the facilitation of interprovincial communication, and the acceleration of delivery by a courier service working day and night then noted can again be recorded. The postal routes now cover 88,000 miles, of which 68,000 are courier lines. High credit is due to the Postal Secretary and the small body of foreign employes scattered over the Empire for training the Chinese employes and organizing this remarkable extension of an efficient service.

The only regrettable feature of the administration is the method of compiling the statistics according to the Chinese and not the foreign year. In 1907, in deference to Chinese wishes, the antiquated Chinese calendar was substituted for the foreign calendar in which all the Customs reports had been compiled since the institution of the Customs. By this calendar the year ended on January 1, the previous year having ended on February 1, 1908. The number of post offices open in 1907 was 176. There were 2,803 open in 1907, and 3,493 in 1908. The number of postal articles handled in 1907 was 10,900,000. The number was 16,000,000 in 1907, and 232,000,000 in 1908. The number of parcels was 127,000, weighing 250 tons, in 1907, and 5,509 tons, in 1907 and 2,445,000, weighing 27,155 tons, in 1908. The Times.

ATEST STEAMER MOVEMENTS.

The C.N. Co's str. *Tamara* left Manila on the 18th inst. and is due here on the 21st inst. The I.G.M. str. *Goben* which left here on the 21st ultimo at noon, has arrived at Genoa on the 18th instant at 10 a.m. The N.Y.K. str. *Colombo Maru* (Bombay Line) left Bombay for this port via Singapore on the 15th inst., and may be expected here on the 3rd prox. The str. *Suruga* arrived at New York on the 18th instant. The C.E.R. str. *Monteagle* arrived Kobe at 6 a.m. on the 18th inst., and left again at 4 p.m. same day for Yokohama where she is due to arrive at 10 a.m. on the 19th inst. The C.E.R. str. *Empress of China* left Yokohama at noon on the 18th instant, for Victoria and Vancouver.

THE NEW PORTUGUESE MINISTRY.

The Times correspondent writing from Lisbon on April 15th, stated that the new Portuguese Ministry was announced on Saturday, after many false alarms, that Senhor Tellez had succeeded in forming an Administration with the support of the groups led by Senhor Henriques and Admiral Amara; that he would adopt the programme of his predecessors; and that he intended his Government to be one of "liberty, appeasement, and administrative reform."

Of the new Ministers, the best known is Senhor Joao de Azevedo Coutinho, a former Governor of Mozambique, and late Civil Governor of Lisbon. He is credited with a spirit of enterprise in Colonial affairs which is much needed. Senhor Soares Branco, who was returned to Parliament for the first time two years ago, brings to the Ministry of Finance the experience and training of an officer of Engineers. Senhor Cabral, brother of the late Minister of Marine, is a polished gentleman of much Parliamentary and administrative experience, and has lately been Rector of Coimbra University. Count Castro e Solla is an old Parliamentary hand and an authority on jurisprudence. Since the list was published the political complexion of these gentlemen has been vigorously canvassed in the Press. It has been pointed out that Count Castro e Solla is a cousin of Senhor Henriques, and that Senhor Coutinho is a personal friend of Admiral Amara; but neither of these facts, nor the further fact that the Minister of Public Works was once a Regenerator, can disguise the thoroughly Progressive character of the Cabinet as a whole. What becomes, then, of the policy of concentration? Strange to say, in theory this is a Cabinet of concentration, the literal descendant of the Amara Cabinet of a year ago, in which all the Monarchical parties were united against a feeble and discredited Opposition. Since the defection of the Regeneradores under Senhor Villenas in November, the theory has not corresponded with the fact; and their exclusion from representation in the present Cabinet finally reduces it to an absurdity. The truth is that we have two parties in presence as of old, but whereas formerly they governed in turn by amicable arrangement, they now really feel some of that hostility to one another which they profess.

There are many indications that on the meeting of Parliament the Opposition will renew their demand for an inquiry into the acts of the late Finance Minister, and that they will take no refusal. It appears that the Chamber, having once passed a resolution declaring the inquiry sacred free to reverse its decision. But there is nothing to prevent Senhor Bepignoni from moving in the House of Peers for an inquiry into his own acts. Such a vindication of his character may not be necessary in the opinion of moderate and reasonable men, but it would undoubtedly deprive the Opposition of a powerful weapon, and strengthen the hands of the Government.

WOULD GIVE UP THE PHILIPPINES.

Opposition to the Payne tariff bill amendment providing revenues for the Philippine islands has become general on the part of the Democratic Senators and attacks upon it are anticipated by the Senate Committee on Finance. On that account this section has been laid aside to be considered by the full committee.

Senator Stone of Missouri wants to strike out of the Payne bill section 5, providing for free trade with the islands, with certain limitations upon the amount of sugar and tobacco that may be imported in any one year. The Stone amendment will provide that the United States must define the policies with reference to the Philippines and fix a limitation, not more than fifteen years hence, upon American control of the islands. It provides that the United States shall then withdraw and deliver over the government to the Filipinos. Under this amendment, this country would be required to make treaties to secure the independence and neutralization of the islands.

The Stone amendment is to become operative when it has been approved by the Philippine Assembly.

SEA ROMANCE.

Something akin to a Robinson Crusoe romance seems to lie behind the following advertisement, published in the "Liverpool Daily Post":—

"Wanted, a respectable sailor who has sailed with Captain John Benjamin Warren, late of the four-master barque *Silberhorn*, who is supposed to be lost, to go to Valparaiso to identify the above-named man. For particulars apply to John Gray, Spring House, 17, Sylvestor, Skerton, Lancaster."

The precise motive of the advertisement is not of course apparent, but some information is forthcoming which invests it with a singular interest. The Liverpool ship *Silberhorn*, an iron-masted barque of 1,774 tons register, belonging to Messrs. C. De Wolfe and Co., of Tower-bulwarks, sailed from Newcastle, New South Wales, for Liverpool with a cargo of coal in June 1907. The ship was reported as having been lost on July 16, 1907, in 40S. 140 W., since when she has never been heard of. She was commanded by John Benjamin Warren, who resided in North Lancashire, and had a crew of twenty-three seamen and four apprentices.

From time to time rumours have come to hand as to the vessel having been seen at sea. At one time she was supposed to be on fire off the Straits of Magellan. At another she had been sighted off the island of Juan Fernandez, the home of Robinson Crusoe. Intense interest was kindled in her disappearance. His Majesty's Government dispatched a cruiser to search for the *Silberhorn* along the coasts and islands whence the reports originated, but no trace of the barque was found. At the end of twelve months compensation was paid to the surviving relatives of the crew under the Merchant Shipping Act, the mate's widow receiving as much as £300.

By the authority of the Probate Court Captain Warren's brother was appointed administrator of Captain John Warren's estate, which amounted to a considerable sum. It is now reported, whether correctly or not it is impossible even to conjecture, that Captain Warren, the *Silberhorn*, is not dead. Relatives have, it is stated, received information which has led them to publicly invite sailors who had been with Captain Warren to go out to Valparaiso, and there identify him. The theory is that Captain Warren was cast away at sea, took to some interior locality in the wilds of Bolivia, lived there a nomadic or mining life, that he amassed a considerable fortune, and ultimately made his way to Valparaiso.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Allen's Crème Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press Codes: A.B.C. 6th Ed. Lebar's

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

BANK HOLIDAY.

IN Accordance with Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 24th instant, EMPIRE DAY.

Hongkong, 20th May, 1909. [752]

TO LET.

NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD. Six Roomed House with Out-house. Fine View of the Harbour. Possession from 1st July, 1909.

Apply to—

F. X. D'ALMEIDA & CASTRO, 33, Queen's Road Central.

Hongkong, 20th May, 1909. [753]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, For Account of the Estate of the late Mr. O. D. THOMSON, TO-MORROW (FRIDAY), the 21st May, 1909, at 11 a.m., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A NUMBER OF L.A.W. BOOKS, Comprising—

CHITTY'S STATUTES, 13 vols., LAW TIMES REPORTS, 10 vols., DANIELL'S CHANCERY FORM AND PRACTICE, MADDEN'S COLLISIONS AT SEA, STEVEN'S MERCANTILE LAW, INTERNATIONAL LAW DIRECTORY, CASES OF CRIMINAL LAW, HONGKONG ORDINANCES 1883-1908, STANDARD DICTIONARY OF THE ENGLISH LANGUAGE, &c., &c.

2 IRON SAFES (one by Milner's). Terms—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 20th May, 1909. [754]

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions from the Official Liquidator, H. PERCY SMITH, Esq., Chartered Accountant, to Sell by Public Auction, On WEDNESDAY, the 26th May, 1909, commencing at 11 a.m., at the premises,

"THE IMPERIAL BREWERY," Situated in WONG-NEI-CHONG VALLEY, AS A GOING CONCERN, IN ONE LOT.

If the Property is not sold in one lot, the PLANT, MACHINERY, GEAR, STOCK, &c., &c., will be sold in separate lots to suit purchasers.

For full particulars apply to Messrs. BRITTON & HETT, Solicitors.

Messrs. HASTINGS & HASTINGS, Mr. H. PERCY SMITH, Chartered Accountant, or Mr. GEO. P. LAMBERT, Auctioneer.

Hongkong, 20th May, 1909. [755]

IMPERIAL GERMAN MAIL LINE. NORDEUTSCHER LOYD, BREMEN. For SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE I.G.M. Steamship "LUETZOW," Capt. C. Dörsner, will leave for the above places TO-DAY, the 20th inst., at Noon.

NORDEUTSCHER LOYD, BREMEN. For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 20th May, 1909. [756]

"SHIRE" LINE OF STEAMERS LTD. FOR LONDON AND ANTWERP VIA M. NILA, STRAITS & COLOMBO.

THE Steamship "DENBIGHSHIRE," Captain Barrett, will be despatched, as above on the 18th inst.

For Freight or Passage apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 20th May, 1909. [756]

NORDEUTSCHER LOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "LUETZOW," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and Kowloon Wharf and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 26th inst., will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 9.30 a.m. All Claims must reach us before the 30th inst., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LOYD, MELCHERS & CO., General Agents.

Hongkong, 19th May, 1909. [5]

NEW ADVERTISEMENTS

TOYO KISEN KAISHA. SOUTH AMERICAN LINE. NOTICE TO CONSIGNEES. S.S. "HONGKONG MARU."

THE above-named Steamer having arrived Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo alongside.

Cargo remaining on board after the 26th May, 1909, at 10 a.m., will be landed and stored at Consignees risk and expense.

No Fire Insurance whatever will be effected. All Cargo undelivered WEDNESDAY, 26th May, 1909, at Noon, will be subject to rent.

All chafed and otherwise damaged Cargo will be examined at the above Company's Godown WEDNESDAY, 26th May, 1909, at 10 a.m.

K. MATSUDA, Manager.

Hongkong, 20th May, 1909. [757]

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship "NIPPON," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 25th May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 25th May, at 9.30 a.m.

All claims must reach us before the 29th May, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

MELCHERS & CO., Agents.

Hongkong, 18th May, 1909. [6]

NOTICE. \$150,000 to invest on Mortgage: Send Particulars of Securities offered to—

Care of "Daily Press" Office.

Hongkong, 20th May, 1909. [537]

WEISMANN, LIMITED.

OUR BUSINESS has been REMOVED to No. 14, DES VEAUX ROAD CENTRAL. (Lately occupied by Madame Joy).

Hongkong, 28th April, 1909. [667]

LOST. ON the morning of 12th inst., near Douglas Pier, BLACK SPANIEL BITCH answering to the name of BIDDY. Anyone found in possession of same after this Notice will be prosecuted. Anyone returning the Dog to Mr. H. SETH, NORMAN COTTAGE, PEAK ROAD, will be rewarded.

Hongkong, 14th May, 1909. [735]

SITUATION WANTED. A YOUNG SWISS LADY seeks a Situation as Travelling Maid or as Governess. Speaks English, French, German, and Italian.

Apply to— Box 284, Care of "Daily Press" Office.

Hongkong, 7th May, 1909. [714]

PUBLIC COMPANIES. THE PARIS TOILET COMPANY, LTD.

NOTICE. THE THIRD GENERAL MEETING OF SHAREHOLDERS will be held on SATURDAY, the 22nd inst., at 12.30 p.m., at No. 5, Queen's Road Central, the Registered Office of the Company, for the purpose of receiving a statement of the Report of the Directors and the Report of the General Managers for the year ending 31st December, 1908, and electing an Auditor.

The TRANSFER BOOKS of the Company will be CLOSED on WEDNESDAY the 19th May, to SATURDAY, the 5th June, both days inclusive.

PERCY SMITH & SETH, General Managers.

Hongkong, 15th May, 1909. [741]

PEAK TRAMWAYS COMPANY, LTD. NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Vaux Road Central, on SATURDAY, the 29th day of May, 1909, at 11.30 a.m., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 30th April, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th May, to the 2nd June next, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 19th May, 1909. [747]

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

THE SHARE CERTIFICATE, No. 2915 for Ten Shares numbered 1914/1915 inclusive, fully paid up, standing in the name of AUGUST PIERRE MAREY, deceased, having been LOST, Notice is hereby given that unless the said Certificate be produced at the Offices of the Company, Queen's Buildings, Victoria, Hongkong, before the 27th May, 1909, a new Certificate for the said shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

By Order of the Board of Directors, GEO. A. CALDWELL, Acting Secretary.

Hongkong, 28th April, 1909. [669]

INTIMATIONS

HONGKONG CINEMATOGRAH. OPPOSITE CENTRAL MARKET. Under New Management. FROM 9.15 TO 11.15 P.M.

TO-NIGHT! TO-NIGHT! LAST TWO NIGHTS.

DON'T FAIL TO COME AND SEE PROFESSOR VICENTE KEMPPÖ, the only Man in the World who is ABSOLUTELY GLASS PROOF.

FOR PROGRAMME AND PRICES SEE HAND BILLS.

The Management invites any Doctor or any Member of the Public who wishes to examine the feet and the back of Professor VICENTE KEMPPÖ, to come on the stage before or after each performance and do so. The glass ceiling may also be closely scrutinized by anybody who wishes to do so on the stage.

Hongkong, 20th May, 1909. [745]

WANTED. EXPERIENCED ASSISTANT TEACHER (female) wanted for Garrison Children's School, Garden Road. Application should be made to the SCHOOLMISTRESS.

Hongkong, 19th May, 1909. [748]

FOR SALE. E. R. THE WAR DEPARTMENT LAUNCH "MINER" 40 tons, length 68 feet, beam 15 feet, speed 7 1/2 knots (approximate), with fittings as per inventory, and spare parts (Propeller, Boiler Tubes, etc.).

The Vessel may be viewed by appointment on application to the Officer in charge of Electric Lights and Telephones, Wellington Barracks. Tenders should be delivered at the Office of the Chief Engineer, Victoria Barracks, by 12 Noon, on the 10th day of JUNE, 1909, addressed to the Staff Officer, Royal Engineers, and marked on the outside "Tender for W. D. Launch."

Hongkong, 19th May, 1909. [749]

NOTICE. THE MANAGER OF KENNEDY'S STABLES begs to inform the residents of KOWLOON and district that provided sufficient support be forthcoming he will be prepared to establish a SHOEING FORGE at KOWLOON where Horses and Ponies can be shod by experienced Shanghai farriers on stated days to be arranged later.

Inasmuch as expense will be incurred in hiring suitable premises and in fitting up the forge the Manager hopes that the Scheme will have general support.

Those desirous of availing themselves of the above are requested to send in their names and number of Horses and Ponies to the Under-signed.

G. W. GEGG, Manager, Kennedy's Stables.

Hongkong, 5th May, 1909. [705]

SINGON & CO. IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipbuilders. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515.

A TACK & CO. FURNITURE & PHOTO GOODS STORE, 26, DES VEAUX ROAD, CENTRAL.

DEALERS IN LADIES' & GENTS' BOOTS & SHOES, UMBRELLAS, &c., &c. Cameras fitted with "Zeiss," "Goerz," "Ross" & "Aldis" Lenses.

DEVELOPING AND PRINTING A SPECIALITY.

Hongkong, 24th April, 1909. [37]

A LING & CO., 19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE. Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

DAVID COESAR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX BELLIANCE CROWN TARPAILING AERIAL KARBURG & CO. Sole Agents.

1674

AUTOMATIC BROWNING POCKET PISTOLS. CALIBRE 7.65 m.m. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS IN 2 SECONDS. SIEMSEN & Co. Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES. BY popular English Manufacturers. In all Bore and Sizes. SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 88SG. at \$6.87 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety. Inspection Invited.

WM. SCHMIDT & Co. Hongkong, 26th October, 1906. [623]

INTIMATION. TENDERS FOR REVENUE FARMS. TENDERS are invited for the Lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

REVENUE FARMS IN THE STATE OF NORTH BORNEO. 1. In making arrangements for the leasing of the Farms for the next Farm period of 1910, 1911 and 1912, the Government reserves to itself the right of vetoing the Farms (as proposed in the Proclamations) as to the person, by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of OCTOBER, 1909, for the purchase of the exclusive privileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any day prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will (except at the express wish of the tenders to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for the purpose of consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

3. The Farms, above referred to, are:— (a) BRITISH NORTH BORNEO.—OPIMUM, SPIRIT, GAMBLING and PAWNBROKING, as follows:— (i) in one concession for the whole State. (ii) in one concession for any of the following Districts of the State, the limits named including the interior territory waters by the rivers within the limits given respectively:— (i) SANDAKAN DISTRICT.—The Territory bounded on the one side by the true right watershed of the Kinaatangan River and on the other by the true left watershed of the Paitan River. (ii) KUDAT DISTRICT.—The Territory bounded on the one side by the true right watershed of the Paitan River and on the other by the true right watershed of the Pindasan River. (iii) WEST COAST DISTRICT.—The Territory bounded on the one side by the true right watershed of the Pindasan River and on the other by the Dutch Boundary on the South at Broershoek point. (iv) PROVINCE CLARKE.—being the Territory between Bata-Bata and the Lawas Northern watershed. 4. The attention of those desirous of tendering is drawn to the following terms:— (a) The tenderer must state in his tender the amount of rent offered for the Farm rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount of the Rent to be allotted to each separate Farm. (b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms. (c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose. (d) The successful tenderer will be called upon to enter a contract under the provisions of the Proclamations named in Schedule A appended. (e) Copies of the Forms of Contracts for the Farms may be seen on application at the Offices of the said SECRETARY, Sandakan, or of Messrs. GUTHRIE & Co., Sandakan, or of Messrs. GIBB, LIVINGSTON & Co., at Hongkong. (f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, Security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent. (g) The retail rates for Chandu fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

Per 1912 are:— \$ 2.40 00.30 50.15 00.12 00.09 00.06 (h) The Opium Farmer is responsible for seeing that Chandu is not sold by retail at the Opium Farm or at the Opium shops at prices higher than those fixed by Government and named above (g). (i) The Opium and Spirit Farmers may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Chandu and Spirits. (j) During the continuance of the Farm period, the Opium and Spirit Farmers will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Chandu prepared by them, and to any vessel containing Spirit for sale. (k) As soon as the new Farmers have been appointed by the Governor, they will be required to submit in writing to the Secretary to the Governor a Schedule showing full particulars of the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law. (l) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton. (m) The following Proclamations govern the contract of the Farms in B.N.B. Borneo viz:— SCHEDULE A. The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904. The Liquors Proclamation No. 17 of 1901. The Pawnbrokers Proclamation No. 14 of 1902 as amended by No. 1 of 1903, and No. 3 of 1906. The Gambling Proclamation No. 8 of 1891. Hongkong, 3rd May, 1909. [696]

INTIMATION

TENDERS FOR REVENUE FARMS. TENDERS are invited for the Lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

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If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for the purpose of consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

3. The Farms, above referred to, are:— (a) BRITISH NORTH BORNEO.—OPIMUM, SPIRIT, GAMBLING and PAWNBROKING, as follows:— (i) in one concession for the whole State. (ii) in one concession for any of the following Districts of the State, the limits named including the interior territory waters by the rivers within the limits given respectively:— (i) SANDAKAN DISTRICT.—The Territory bounded on the one side by the true right watershed of the Kinaatangan River and on the other by the true left watershed of the Paitan River. (ii) KUDAT DISTRICT.—The Territory bounded on the one side by the true right watershed of the Paitan River and on the other by the true right watershed of the Pindasan River. (iii) WEST COAST DISTRICT.—The Territory bounded on the one side by the true right watershed of the Pindasan River and on the other by the Dutch Boundary on the South at Broershoek point. (iv) PROVINCE CLARKE.—being the Territory between Bata-Bata and the Lawas Northern watershed. 4. The attention of those desirous of tendering is drawn to the following terms:— (a) The tenderer must state in his tender the amount of rent offered for the Farm rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount of the Rent to be allotted to each separate Farm. (b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms. (c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose. (d) The successful tenderer will be called upon to enter a contract under the provisions of the Proclamations named in Schedule A appended. (e) Copies of the Forms of Contracts for the Farms may be seen on application at the Offices of the said SECRETARY, Sandakan, or of Messrs. GUTHRIE & Co., Sandakan, or of Messrs. GIBB, LIVINGSTON & Co., at Hongkong. (f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, Security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent. (g) The retail rates for Chandu fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

Per 1912 are:— \$ 2.40 00.30 50.15 00.12 00.09 00.06 (h) The Opium Farmer is responsible for seeing that Chandu is not sold by retail at the Opium Farm or at the Opium shops at prices higher than those fixed by Government and named above (g). (i) The Opium and Spirit Farmers may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Chandu and Spirits. (j) During the continuance of the Farm period, the Opium and Spirit Farmers will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Chandu prepared by them, and to any vessel containing Spirit for sale. (k) As soon as the new Farmers have been appointed by the Governor, they will be required to submit in writing to the Secretary to the Governor a Schedule showing full particulars of the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law. (l) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton. (m) The following Proclamations govern the contract of the Farms in B.N.B. Borneo viz:— SCHEDULE A. The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904. The Liquors Proclamation No. 17 of 1901. The Pawnbrokers Proclamation No. 14 of 1902 as amended by No. 1 of 1903, and No. 3 of 1906. The Gambling Proclamation No. 8 of 1891. Hongkong, 3rd May, 1909. [696]

5. The attention of those desirous of tendering is drawn to the following terms:— (a) The tenderer must state in his tender the amount of rent offered for the Farm rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount of the Rent to be allotted to each separate Farm. (b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms. (c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose. (d) The successful tenderer will be called upon to enter a contract under the provisions of the Proclamations named in Schedule A appended. (e) Copies of the Forms of Contracts for the Farms may be seen on application at the Offices of the said SECRETARY, Sandakan, or of Messrs. GUTHRIE & Co., Sandakan, or of Messrs. GIBB, LIVINGSTON & Co., at Hongkong. (f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, Security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent. (g) The retail rates for Chandu fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

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6. The attention of those desirous of tendering is drawn to the following terms:— (a) The tenderer must state in his tender the amount of rent offered for the Farm rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount of the Rent to be allotted to each separate Farm. (b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms. (c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose. (d) The successful tenderer will be called upon to enter a contract under the provisions of the Proclamations named in Schedule A appended. (e) Copies of the Forms of Contracts for the Farms may be seen on application at the Offices of the said SECRETARY, Sandakan, or of Messrs. GUTHRIE & Co., Sandakan, or of Messrs. GIBB, LIVINGSTON & Co., at Hongkong. (f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, Security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent. (g) The retail rates for Chandu fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

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SHIPPING.

ARRIVALS.
CHENAN, British str., 1,047, Brown, 19th May—Shanghai 16th May, General—Butterfield & Swire.
CLARA JENSEN, Ger. str., 1,103, J. Bondixen, 19th May—Wuhu 14th May, General—Jensen & Co.
DAIJI MARU, Japanese str., 846, H. Murayama, 19th May—Swatow 18th May, General—Onoda Steamship Co.
FUDO MARU, Jap. str., 19th May—Canton.
HACHINOHE, British str., 1,257, W. C. Passmore, 19th May—Fuchow and Swatow 18th May, General—Douglas, Lapraik & Co.
HANOI, French str., 742, J. Pannier, 19th May—Haiphong and Hoihow 18th May, General—A. R. Marty & Co.
HONGKONG, British str., 2,056, J. Home, 19th May—Peking and Singapore 13th May, General—Canton.
HONGKONG, French str., 739, A. Cornelissen, 19th May—Haiphong and Hoihow 18th May, General—A. R. Marty.
HONGKONG MARU, Japanese str., 3,453, H. S. Smith, 19th May—Moji 14th May, Coal and General—Toyo Kisen Kaisha.
KINSHIRO, German str., 623, H. Niejahr, 19th May—Hoihow 18th May, General—Jensen & Co.
KWIKYANG, British str., 19th May—Canton.
LUTZOW, German str., 5,135, C. Dewers, 19th May—Bremen 7th April, Mail and General—Molochers & Co.
NIPPON, Swedish str., 4,016, C. A. Paulsen, 19th May—Singapore 12th May, General—Molochers & Co.
PROTEUS, Norwegian str., 1,024, C. Moller, 19th May—Bangkok 10th May, Rice—Jensen & Co.
STENTON, British str., 4,338, A. D. Baker, 19th May—Shanghai 16th May, General—Butterfield & Swire.
TAIWAN, British str., 1,042, F. C. Weratt, 19th May—Nagasaki and Chefoo 13th May, General—Chinese.
TINGHANG, British str., 1,045, Anderson, 19th May—Shanghai 15th and Swatow 18th May, General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 19th May.
Chingyang, British str., for Swatow.
C. J. Jensen, for Canton.
Kanor, British str., for Wakanau.
Tingong, British str., for Canton.

DEPARTURES.

19th May.
BUJIN MARU, Japanese str., for Swatow.
CHUYEN, Chinese str., for Shanghai.
CHOISING, German str., for Bangkok.
DREFFLINGER, German str., for Europe, &c.
FOOSHING, British str., for Canton.
HELENE, German str., for Swatow.
HEUNG SHUN, Chinese str., for Hongkong.
KIANG PING, Chinese str., for Chinkiang.
SAINT PATRICK, British str., for Shanghai.
SYNGAN, British str., for Hoihow.
SOCOTRA, British str., for Yokohama.
WINGSANG, British str., for Shanghai.

SHIPPING REPORTS.

The British str. **Taiwan** reports: Fine weather throughout the passage, light variable winds and sea smooth.
 The British str. **Hongkong** reports: Vessel had fine weather during the passage with calm and light N.E. easterly winds North of the Panama.

VESSELS IN DOCK.

May 19th.
ABERDEEN DOCK—
Kowloon Dock—Y. Sontag, Scandia, Heim, Onoda.
COSMOPOLITAN DOCK—
Taikeo Dock—Lian, Tamsui, Shantung, Maple Leaf, Korat, Chigo Maru.

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMERS.
 FOR LONDON AND ANTWERP.

THE Steamship
"GLENLOGAN"
 Captain McGregor, will be despatched as above TO-MORROW, the 21st May, 1909.
 For Freight or passage apply to
McGREGOR BROS. & GOW.
 Hongkong, 19th May, 1909. [571]

JAVA-CHINA-JAPAN LINE.
 FOR SAIGON, BATAVIA, CHERIBON, SAMARANG, SOERABAYA and MACASSAR.
 Taking Cargo to all Ports in Netherlands India on through Bill of Lading.

THE Steamship
"TJIMAH"
 Captain Bouman, will be despatched for the above Ports on or about SATURDAY, 22nd inst., 10 A.M.
 For information as to Freight and Passage, apply to the
 Head Agent of the
JAVA-CHINA-JAPAN LINE,
 York Building, 1st Floor.
 Hongkong, 19th May, 1909. [750]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
PIUME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the BRAZILS to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).

THE Company's Steamship
"CHINA"
 Captain Bergallan, will be despatched as above on or about 25th inst.
 This steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess.
 For information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
 Agents.
 Princes' Buildings.
 Hongkong, 6th May, 1909. [3]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	PERA	Brit. str.	—	W. W. Cooke, R.M.S.	P. & O. S. N. Co.	On 22nd inst., at 10 A.M.
LONDON & ANTWERP	GLENLOGAN	Brit. str.	—	McGregor	McGREGOR BROS. & GOW	To-morrow.
LONDON & ANTWERP VIA USUAL PORTS OF CALL.	OCEANA	Brit. str.	—	T. H. Hild, R.M.S.	P. & O. S. N. Co.	On 24th inst., at Noon.
LONDON & ANTWERP VIA MANILA, &c.	DENNISGHIRIE	Brit. str.	—	Berrett	JARDINE, MATHESON & CO. LD.	On 8th June.
ROTTERDAM, HAMBURG, & ANTWERP &c.	HILDEBRANDT	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERICA LINE	To-morrow.
BREMEN HAMBURG & ROTTERDAM, &c.	SELMA	Ger. str.	k.w.	Selmer	HAMBURG-AMERICA LINE	On 8th June.
HAVRE & HAMBURG VIA STRAITS, &c.	SURVIA	Ger. str.	k.w.	V. Hoff	HAMBURG-AMERICA LINE	On 22nd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	BERGAMIA	Ger. str.	k.w.	Bekhorn	HAMBURG-AMERICA LINE	On 17th June.
HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k.w.	V. Dobren	HAMBURG-AMERICA LINE	On 22nd June.
MARSEILLES, HAVRE & COPENHAGEN, &c.	CANTON	Swed. str.	—	—	MILCHERS & Co.	Middle of June.
MARSEILLES, HAVRE & COPENHAGEN, &c.	ODENIAN	Fr. str.	—	Sellier	MESSAGERIES MARITIMES	On 25th inst., at 1 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	IYO MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 28th inst., at D'light
MARSEILLES, HAVRE & COPENHAGEN, &c.	WAKABO MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 8th June, at D'light
MARSEILLES, HAVRE & COPENHAGEN, &c.	SELVIA	Ger. str.	k.w.	Forstner	NIPPON YUSEN KAISHA	On 2nd June.
MARSEILLES, HAVRE & COPENHAGEN, &c.	KITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	About 2nd June.
MARSEILLES, HAVRE & COPENHAGEN, &c.	HONGKONG MARU	Jap. str.	—	Bergallan	SANDER, WIELER & Co.	On 1st June, at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	CHINA	Brit. str.	—	—	DODWELL & Co., Ltd.	About 25th inst.
MARSEILLES, HAVRE & COPENHAGEN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 22nd inst., at 6 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	MONTEAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 14th July, at Noon.
BOSTON & NEW YORK	KAGA MARU	Jap. str.	—	M. Hegin	NIPPON YUSEN KAISHA	On 25th inst., at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	SUBERIC	Brit. str.	—	W. Shotton	DODWELL & Co., Ltd.	On 8th June.
VICTORIA, B.C. & TACOMA VIA JAPAN, &c.	TOSA MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	To-morrow, at Daylight
VICTORIA, B.C. & TACOMA VIA JAPAN, &c.	MANILA	Ger. str.	—	T. G. Khamar	GERMANY LIVINGSTON & Co.	On 26th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	ADENHAM	Brit. str.	—	St. John George	NIPPON YUSEN KAISHA	On 11th June, at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 15th June, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	ORANGH	Jap. str.	1 m.	G. W. Eddy	NIPPON YUSEN KAISHA	On 9th July, at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	N. Mathieson	MELCHERS & Co.	About 29th inst.
YOKOHAMA AND KOBE	PRINZ WALDEMAR	Brit. str.	—	F. Iscke	JARDINE, MATHESON & CO. LD.	To-day, at Noon.
YOKOHAMA AND KOBE	AMARA	Brit. str.	—	H. Peterson	NIPPON YUSEN KAISHA	On 25th inst., at 5 P.M.
YOKOHAMA AND KOBE	KAWACHI MARU	Jap. str.	—	F. L. Rommer	NIPPON YUSEN KAISHA	To-morrow, at Noon.
YOKOHAMA AND KOBE	KAMO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 26th June, at Noon.
YOKOHAMA AND KOBE	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	Quick despatch.
YOKOHAMA AND KOBE	TULIOWANG	Dut. str.	—	Juriansse	JAVA-CHINA-JAPAN LINE	To-morrow, at 4 P.M.
YOKOHAMA AND KOBE	KWIKYANG	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YOKOHAMA AND KOBE	WICHOW	Brit. str.	—	Bradley	MELCHERS & Co.	Middle of May.
YOKOHAMA AND KOBE	KUTSANG	Brit. str.	1 m.	C. Dewers	JARDINE, MATHESON & CO. LD.	To-day, at Noon.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & CO. LD.	To-morrow, at 4 P.M.
YOKOHAMA AND KOBE	CHINFA	Brit. str.	1 m.	Nitche	SANDER, WIELER & Co.	To-morrow, at 4 P.M.
YOKOHAMA AND KOBE	CHENAN	Brit. str.	1 m.	Rebutat	BUTTERFIELD & SWIRE	On 23rd inst., at D'light
YOKOHAMA AND KOBE	SYNGAN	Brit. str.	—	A. Mosker	MESSAGERIES MARITIMES	About 24th inst.
YOKOHAMA AND KOBE	TAKASAKI MARU	Jap. str.	1 m.	Frederic	NIPPON YUSEN KAISHA	On 27th inst.
YOKOHAMA AND KOBE	YINGCHOW	Brit. str.	—	G. W. Gordon	P. & O. S. N. Co.	On 27th inst., at 4 P.M.
YOKOHAMA AND KOBE	ISTRIA	Brit. str.	k.w.	Luning	HAMBURG-AMERICA LINE	On 29th inst.
YOKOHAMA AND KOBE	ANBU	Brit. str.	—	C. D. Goldsmith, R.M.S.	BUTTERFIELD & SWIRE	On 30th inst., at D'light
YOKOHAMA AND KOBE	BRASILIA	Ger. str.	k.w.	P. J. van Emmerick	P. & O. S. N. Co.	About 4th June.
YOKOHAMA AND KOBE	TILAPANG	Dut. str.	—	R. Sugi	HAMBURG-AMERICA LINE	Quick despatch.
YOKOHAMA AND KOBE	SORU MARU	Jap. str.	—	H. Moryama	JAVA-CHINA-JAPAN LINE	On 26th inst., at 10 A.M.
YOKOHAMA AND KOBE	DAIGO MARU	Brit. str.	1 m.	G. Bright	OSAKA SHOSHUN KAISHA	On 26th inst., at 10 A.M.
YOKOHAMA AND KOBE	TAMBU	Brit. str.	2 h.	J. E. Kowch	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YOKOHAMA AND KOBE	HAITAN	Brit. str.	—	P. W. Evans	DOUGLAS LIPPAK & Co.	To-morrow, at 1 P.M.
YOKOHAMA AND KOBE	HAICHING	Brit. str.	—	A. W. Outbridge	DOUGLAS LIPPAK & Co.	On 23rd inst., at 4 P.M.
YOKOHAMA AND KOBE	HAIMUN	Brit. str.	1 m.	P. H. Rolfe	BUTTERFIELD & SWIRE	On 1st June, at 3 P.M.
YOKOHAMA AND KOBE	TEAN	Brit. str.	—	R. Rodger	JARDINE, MATHESON & CO. LD.	To-morrow, at 4 P.M.
YOKOHAMA AND KOBE	YUENANG	Brit. str.	—	E. Somerville	JARDINE, MATHESON & CO. LD.	On 22nd inst., at 4 P.M.
YOKOHAMA AND KOBE	ZALING	Brit. str.	1 m.	S. J. Payne	JARDINE, MATHESON & CO. LD.	On 28th inst., at 4 P.M.
YOKOHAMA AND KOBE	TALING	Brit. str.	—	R. W. Almond	JARDINE, MATHESON & CO. LD.	On 29th inst., at Noon.
YOKOHAMA AND KOBE	LOONGSANG	Brit. str.	—	F. Sembl	MELCHERS & Co.	Beginning of June.
YOKOHAMA AND KOBE	RUBI	Ger. str.	—	W. A. Evans	NIPPON YUSEN KAISHA	To-morrow, at 5 P.M.
YOKOHAMA AND KOBE	BORNEY	Jap. str.	—	E. J. Hadd	JARDINE, MATHESON & CO. LD.	On 22nd inst., at Noon.
YOKOHAMA AND KOBE	BORNEY MARU	Jap. str.	—	J. M. Hay	JARDINE, MATHESON & CO. LD.	On 25th inst., at Noon.
YOKOHAMA AND KOBE	LAISANG	Brit. str.	—	Bouman	JAVA-CHINA-JAPAN LINE	About 22nd inst., 10 A.M.
YOKOHAMA AND KOBE	HOPANG	Brit. str.	—	—	—	—
YOKOHAMA AND KOBE	TJIMAH	Dut. str.	—	—	—	—

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"LUETZOW"	Thursday, 20th May, at Noon.
MANILA, YAP, FRIEDRICH WILHELMSHAFEN, SIMPSON-HA FEN, and SYDNEY	"MANILA"	Friday, 21st May, at D'light.
YOKOHAMA & KOBE	"PRINZ WALDEMAR"	About Saturday, 29th May.
KUDAT & SANDAKAN	"BORNEO"	Beginning of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 20th May, 1909.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., SEATTLE & TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SUVERIC	6,232	W. Shotton	On 3rd June.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 Queen's Buildings.

Hongkong, 3rd April, 1909.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.



FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"SYDNEY"	About 24th May.
MARSEILLES VIA PORTS	"OCEANIAN"	On 25th May, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE"	On 7th June, P.M.
MARSEILLES VIA PORTS	"POLYNESIE"	On 8th June.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople, Black Sea, Through Tickets to London, via Paris, from 27/10s. up to 27/10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. DE CHAMPMORIN, AGENT,
 Queen's Building.

Hongkong, 18th May, 1909.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF INDIA" Sat., 22nd May.	"EMPRESS OF BRITAIN" Fri., 18th June.
"EMPRESS OF JAPAN" Sat., 12th June.	"ALLAN LINER" Friday, 9th July.
"EMPRESS OF CHINA" Sat., 3rd July.	"EMPRESS OF IRELAND" Fri., 30th July.
"MONTEAGLE" Wed., 14th July.	"ALLAN LINER" Friday, 30th Aug.
"EMPRESS OF INDIA" Sat., 24th July.	

Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA AND VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
 Intermediate on Steamers £43 .. £45.
 and 1st Class Railway

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"E. FRANZ FERDINAND"

Captain E. Nitsche, will leave for the above

places TO-MORROW, the 21st inst., at Noon.

This steamer has splendid accommodation for

passengers, electric light, carries a doctor and

stewardess.

For Freight or Passage, apply to

SANDER, WIELER & Co.,

Agents.

Princes' Building.

Hongkong, 20th May, 1909. [3]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"ALDENHAM"

Captain St. John George, will be despatched as

above on WEDNESDAY, 26th inst., at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Chamber

which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the

Electric Light.

A Stewardess and a duly qualified Surgeon

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO Port SAID and MANZANILLO	PERA 10 A.M., 22nd Capt. W. W. Cooke, R.N.E. May	Freight only.
SHANGHAI	DELHI About 27th Capt. G. W. Gordon May	Freight and Passage.
LONDON via USUAL PORTS OF CALL	OCEANA Noon, 29th Capt. T. H. Hild, R.N.E. May	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SIMLA About 4th Capt. C. D. Goldsmith, R.N.E. June	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 19th May, 1909.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI and SHANGHAI	"TAMU" On 20th May, 4 P.M.	
WEIHAIWEI, CHEFOO and TIENTSIN	"KUBICHOV" On 20th May, 4 P.M.	
SHANGHAI	"CHENHUA" On 20th May, 4 P.M.	
NEWCHWANG	"KWEIYANG" On 21st May, 4 P.M.	
SHANGHAI	"CHENAN" On 23rd May, 4 P.M.	
MANILA	"TAMING" On 25th May, 3 P.M.	
SHANGHAI	"YINGCHOW" On 27th May, 4 P.M.	
MANILA	"ANHUI" On 30th May, 4 P.M.	
MANILA	"TEAN" On 1st June, 3 P.M.	

CHANGSHA On 15th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS. 11

Hongkong, 20th May, 1909.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMU via SWATOW	"DAIGI MARU" SUNDAY, 23rd May,	
* TAMU via SWATOW	Capt. H. MURAYAMA at 10 A.M.	
* ANPING via SWATOW	"SOSHU MARU" WED'DAY, 26th May,	
* AMOI	Capt. K. SUGI at 10 A.M.	

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
KOBE	"AMARA" Thursday, 20th May, Noon.	
* SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG" Thursday, 20th May, Noon.	
* SHANGHAI	"KWONGSANG" Friday, 21st May, 4 P.M.	
* MANILA	"YUENSANG" Friday, 21st May, 4 P.M.	
* SINGAPORE, PENANG, CALCUTTA, LAISANG	"LOHSANG" Saturday, 22nd May, Noon.	
* SINGAPORE & SAMARANG	"LOHSANG" Tuesday, 25th May, Noon.	
* MANILA	"LOHSANG" Friday, 23rd May, 4 P.M.	

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMKANG" and "ROKANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS. 16

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON
THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS
PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING" Capt. Pasmore	SWATOW, AMOI & FOCHOW	FRIDAY, 21st May, at 1 P.M.
"HAIMUN" Capt. Evans	SWATOW	SUNDAY, 23rd May, at 10 A.M.
"HAITAN" Capt. J. S. Roach	AMOI & FOCHOW	WED'DAY, 26th May, at 8 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL
ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR
BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS. 110

Hongkong, 20th May, 1909.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP via SINGAPORE,
COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED
FROM HONGKONG AS FOLLOWS:

KITANO MARU	(Capt. F. F. COPE) - - About Wed. 2nd June.
HIRANO MARU	(Capt. H. FRASER) - - About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER) - About Wed. 28th July.
MISHIMA MARU	(Capt. A. E. MOSES) - About Wed. 25th August.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 8th May, 1909.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, WAKASA MARU	Capt. S. J. G. Parsons,	6500	WED'DAY, 26th May, at Daylight
COLOMBO, and PORT SAID	Capt. N. Nielsen,	6500	WED'DAY, 9th June, at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI,	Capt. M. Hagino,	5580	TUESDAY, 25th May, at 4 P.M.
MOJI, KOBE, YOKKAICHI,	"STOSA MARU"	6000	TUESDAY, 8th June, at 4 P.M.
SHIMIDZU and YOKOHAMA	Capt. T. Harrison,	6000	FRIDAY, 11th June, at Noon.
SYDNEY and MELBOURNE,	"NIKKO MARU"	6000	FRIDAY, 9th July, at Noon.
ISLAND, TOWNSVILLE	Capt. N. Mathieson,	6000	FRIDAY, 21st May, at Noon.
and BRISBANE	Capt. F. L. Sommer	9000	FRIDAY, 21st May, at 5 P.M.
NAGASAKI, MOJI, KOBE	Capt. W. A. Evans,	5000	THURSDAY, 27th May
BOMBAY via SINGAPORE	"TAKASAKI MARU"	5000	FRIDAY, 28th May, at 5 P.M.
and COLOMBO	Capt. H. Peterson	6500	WED'DAY, 9th June, at Noon.
SHANGHAI, MOJI and KOBE	Capt. N. Mathieson,	6000	
KOBE and YOKOHAMA	"KAWACHI MARU"	6500	
NAGASAKI, KOBE and YOKOHAMA	"KUMANO MARU"	6000	

* Calling at Keelung.

* Fitted with New System of Wireless Telegraphy.

* Through Passengers Tickets issued to the Principal Cities in the United States, Canada

and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic

Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama,

1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's

Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER. 15

Hongkong, 18th May, 1909.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships. Electric Light, Perfect
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 22nd May, 4 P.M.
RUBI	2540	R. W. Almond	Manila	On 29th May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS. 14

Hongkong, 20th May, 1909.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES.

via STRAITS and COLOMBO.

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports,
and all North and South American Ports
Said, by the Company's "Arabian and Persian Service" to
Arabia and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMeward.

OUTWARD.	FOR ROTTERDAM, HAMBURG & ANTWERP
FOR HAVRE & HAMBURG	S.S. BELGICA VIA 21st May
FOR BREMEN, HAMBURG & ROTTERDAM	S.S. SILEBIA 22nd May
FOR BREMEN, HAMBURG & ROTTERDAM	S.S. SUEVIA 8th June
FOR HAVRE & HAMBURG	S.S. SENEGAMBIA 17th June
FOR HAVRE, BREMEN & HAMBURG	S.S. SCANDIA 22nd June
FOR MARSEILLES, HAVRE & HAMBURG	S.S. SILVIA 2nd July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 17th May, 1909.

Hongkong Office. 12

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"NIPPON"	Middle of May.
MARSEILLES, HAVRE, COPEN- HAGEN and GOTHENBURG	"CANTON"	Middle of June.

For Further Particulars apply to

MELCHERS & Co.,
AGENTS. 6

Hongkong, 8th May, 1909.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, etc.,
via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA

CRUZ (Mexico).	1909.
S.S. HONGKONG MARU	6000 tons gross. Sail June 1st, at Noon.
S.S. MANSHU MARU	5000 " " " July 1st, at Noon.
S.S. AMERICA MARU	6000 " " " Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 " " " Oct. 26th, at Noon.
S.S. MANSHU MARU	5000 " " " Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 5th May, 1909.

SOUTH MANCHURIA RAILWAY CO.



SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently
equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in
connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct
Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (2877 tons each)
as follows:—

NORTH-BOUND.			
Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday	
Arrive—Dairen (")	Sunday	Monday or Tuesday	
Ar.—Mukden (")	11 a.m.	Tuesday	Friday
Ar.—Changchun (")	8.55 p.m.	"	"
Ar.—Changchun (Russian Train)	9.15 p.m.	"	"
Ar.—Harbin (")	5 a.m.	Monday	Wednesday
Ar.—Harbin (")	6.55 a.m.	"	Saturday
Ar.—Harbin (")	3 p.m.	"	"

Connecting at Harbin with

SOUTH-BOUND.			
Leave—Harbin (Russian Train)	9 a.m.	Thursday	Saturday
Arrive—Changchun (")	6 p.m.	"	"
Ar.—Mukden (")	7 p.m.	Thursday	"
Ar.—Mukden (")	2.10 a.m.	Wednesday	Friday
Ar.—Dairen (")	2.30 a.m.	"	Sunday
Ar.—Dairen (Steamer)	12.30 p.m.	"	"
Ar.—Shanghai (")	afternoon	Friday	Sunday

* Russian Train time is 25 minutes earlier than S. M. R. time.

TICKET AGENCIES—The Company's Railway and Steamer Tickets are
obtainable at all the Agencies of the International Sleeping Car and Express Trains Co.
and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Ad. "YAMATO")
At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the
Company's management.

FUSHUN COAL.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHWANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Ad. "MANCHURIA" Codes: A.B.C., 5th Ed., A.I. and Lieber's. 137-722

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-
SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

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Head Office for the Far East:—

16, DES VŒUX ROAD, HONGKONG.

Japan Office:
14, WATER STREET,
YOKOHAMA.

920]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A.I., A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length ... 722 feet

Length on Blocks ... 715 "

Width of Entrance on Top ... 513 "

Width of Entrance on Bottom ... 384 "

Water on Blocks at Spring Tide ... 344 "

DOCK No. 1.

Extreme Length ... 523 feet

Length on Blocks ... 513 "

Width of Entrance on Top ... 88 "

Width of Entrance on Bottom ... 77 "

Water on Blocks at Spring Tide ... 64 "

DOCK No. 2.

Extreme Length ... 371 feet

Length on Blocks ... 350 "

Width of Entrance on Top ... 66 "

Width of Entrance on Bottom ... 53 "

Water on Blocks at Spring Tide ... 22 "

PATENT SHIP.

Suitable for vessels up to 1,000.

THE COMPANY has the powerful steamer

"OURA-MARU" (712 tons, 700 I.H.P.)

specially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

Short Notice. 908

THE

DIRECTOR AND CHRONICLE

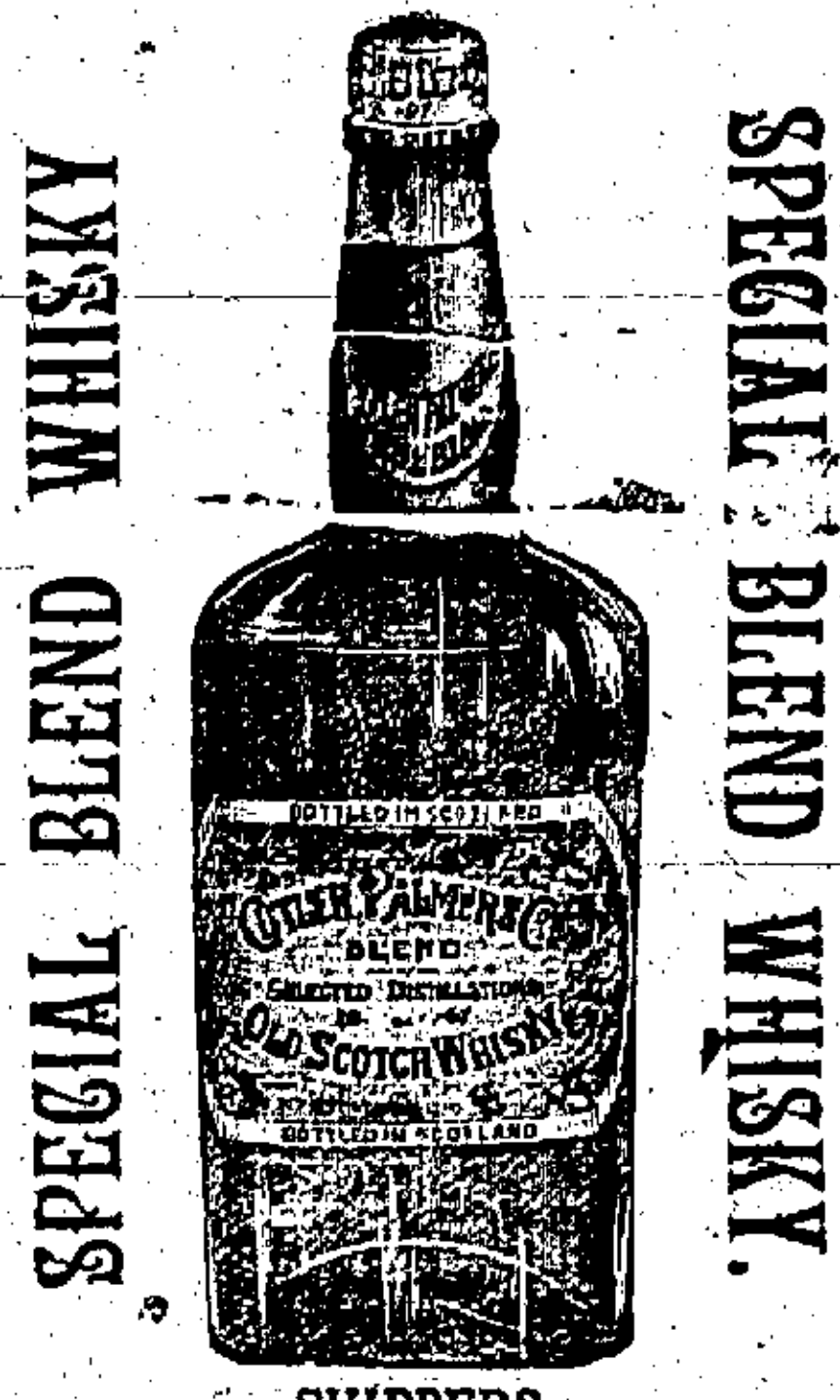
FOR 1909

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throughout the Far East.

Cutler, Palmer & Co.'s



SHIPPERS

Cutler, Palmer & Co., London.

AGENTS.

SIEMSEN & CO.,

HONGKONG.

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